

NEW MEXICO BOY IN FRANCE IS ENGINEER ON TRAIN CARRYING SUPPLIES TO THE FIRING LINE

Following are some letters which have been received by a Tucumcari lady from her brother in France. The letters were received in four to six weeks after they were written.

The writer is an engineer in the 13th Company of the Rock Island R. R. Co. He left Chicago about June 15, and was among the first to land in France.

Somewhere in France, Aug. 26, 1917.

Dear Sister: Will drop you a few lines today. It is Sunday and I am going to put most of the day in writing letters, as it is the first time we have had a chance to write since we left England.

We got our first mail from the U. S. day before yesterday, and you should have seen the boys. They were just like children. I wondered why I did not get a letter from you; but you may have written and a sub. put it to the bottom of the sea. Did you receive the letter that I wrote you about the ship? I also wrote you a letter from England.

I presume you read in the paper all about the American troops parading in London. I took part in that. There is quite a lot to see over here in regard to old buildings. We did not come via Paris. I want to see that place before I go back and then I will be through sightseeing.

I took in the Bloody Tower and the Crown of Jewels and houses that were built in 1065, and the old places where they beheaded people in ye olden days. It is all very interesting.

France is a very pretty country and every inch of ground is cultivated. The towns are very old and the streets very narrow. The French people love the Americans and they are treating the soldiers royally. It is lots better here than in England. Even if we can't talk to them we can make signs.

Every kind of soldier can be seen here; in fact, everybody you see is a soldier excepting the old men and the very young boys. The women are doing all the work.

We are in a fair-sized town; one you have read about quite a bit. I went down town last night for the first time and ate supper down there. The first thing they serve you with is wine. The only use water to take a bath in. They only use water to take a bath in. Our supper was served in courses. First, wine; next soup; then fish with mustard, which was very good; then pork chops and noodles and then lettuce and then beer; then fruit and cheese and more beer. They give you a loaf of bread and you cut off as much as you want. All of this cost eighty-four cents in American money.

I have had a time learning to count money. First it was English money and I had just learned that, and now it is French money. It keeps us busy figuring, as we have so much money to figure. At that, the American soldier is the best paid soldier on the globe. An English soldier gets a shilling a day; that is about 22 cents in American money.

Now I want to tell you about our trip over. It took us nine days to come across. We were in Belfast, Ireland one day. That is the biggest ship building dock in the world. There is where the Titanic was built. From what I could see of the coast of Ireland, it is a very pretty country. Did not get to go ashore.

I would like to see an American newspaper. I have not seen one since I left the States. Some of the boys got letters from the States saying that the draft law was getting very nearly all of them; and quite a few of the married ones. It will go hard with the boys that never had to do any manual labor. Shining shoes and bayonets and shining shoes and drilling and hiking. I know I have a good constitution, but I have fallen off 20 pounds in weight. We were out on a big parade yesterday.

You can hear and read about how cruel the Germans have been, especially to women and children. All you have read is true, and lots more has happened that you haven't heard about. The French people are certainly fighting hard and they have the Germans on the run now. The French men have certainly proved themselves to be good fighters; and you can't blame them for fighting so hard, for they have a very pretty country. We have seen one town that was shot up.

We don't have any idea how long this war is going to last. We are not very far from the front and the report from the big guns is very distinct, and aeroplanes are as thick as birds. There is lots of excitement all the time. It won't be long before we will be at the front. Trenches that the Germans once had are within three miles from here. We are anxious to move. We would like to know where they are going to put us for it makes it hard on us to be on the move all the time.

There is one thing we all despise and hate. That is the gas. It comes back as far as 15 miles and on; good

breath is all one has to get to kill. I have been through the gas test. We have to be able to put our gas helmet on in six seconds, or—goodbye. If a person receives a breath of it and it doesn't kill, it results in consumption. That stuff will even go through your watch. There is another kind of gas that they call Tear Gas. It makes one cry and finally blinds. You can see for yourself that a person has to be on the lookout.

The boys are anxious to get a few German souvenirs. I have a German officer's helmet and a belt but don't know whether I will be able to keep them all the time or not, for we have about all we can pack now, but I'm going to make an effort to keep them.

We saw quite a number of German prisoners coming in yesterday. They certainly looked ragged and they look very poor, as if they had not had anything to eat for a month. Germany must be nearly all in by this time. We see lots of German prisoners around here.

There are lots of pretty girls here, but it is my opinion that American girls have it on the French ones.

I have to do a big washing after dinner. That is one thing the Army will do for a man. It teaches him to do things for himself, and he won't be so apt to grumble when things don't go to suit him. I have learned to do lots of things and am not sorry.

It was awfully cold in England but over here the climate is just about like it is in New Mexico. It doesn't get very hot in the day but at night we want all we can get for cover.

As a whole the life we are leading is very pleasant. We get most everything we need or want, except American smoking tobacco, and we can't get that. I am feeling well.

I believe they will have to get a huge to get me up in the morning and a drum for me to go to sleep by, when I get out of this.

With lots of love and best wishes,
Your Brother,
Frank.

Somewhere in France, Sept. 3, 1917.

Received your letter of July 19 yesterday. It is the first word I have had; certainly must be some more mail somewhere.

I have written you two letters from here and told you about all the news there is; although this morning there has been some air raids. For the last few days aeroplanes have been very thick. I have known the time when I have paid \$1 to see an aeroplane, and we can't look up here without seeing three or four machines.

We have about received all of our necessary paraphernalia now. We will get our steel helmets in a day or so. They are very heavy and look something like a dish. We will be under shell fire by the time you receive this letter.

I feel sorry for the officers; they kill so many of them. It is almost impossible for one of them to last very long.

I will have to make this letter short as I am sick, and have been for three days now. I guess I have LaGrippe. I am weak and am still losing weight. I haven't done a tap for over a week. It is awfully cold and we just can't keep warm at nights. I don't know what we will do as it grows colder. We are quartered in a barn at present. I would give anything for one good American meal. I have such a headache that I must stop writing. Write soon for a letter is a good chaser for the blues and a letter makes the time pass quicker.

With lots of love,
Your Brother,
Frank.

Somewhere in France, October 9th, 1917

My dear Sister: Received your letter and package of tobacco last week, and should have answered sooner but have not had a good chance. I must say that you can pick out the right kind of tobacco. I smoke Prince Albert all the time; and the cigarettes were a treat. I can hardly express my appreciation with pencil, but it was very nice.

We had not had any mail for three weeks when I got your package and letter, and all the boys received packages of tobacco and letters. It was like Christmas here in the barracks; with all the boys showing each other what they had received. It was more like children than men. You don't know how we wait and long for mail from home.

We are at work. Railroaded up against the front and one of the most important fronts they have. We have a short division and we are in the range of the big guns. When we get out on the road we take along our helmet and gas masks, canteen and a slicker. It rains here all the time. (Continued on Back Page)

RED CROSS LADIES ARE DOING THEIR BIT TWO DAYS A WEEK

The following is a report of the work sent out from the local workroom of the Red Cross:

Surgical dressings 1440.
Comfort bags, 78.
Pajamas, 26 suits.
Sweaters, 50.
Mufflers, 33.
Helmets, 10.
Wristlets 12 pairs.
Bed socks, 2.
Socks, 74 pairs.
Wipes, 2.

Eighty-four names are on the book who are working on some knitted garment. Mrs. A. D. Goldenberg easily heads the list of knitters, having to her credit 25 pairs of socks and 12 sweaters since the first of October.

The work on the surgical dressings is carried on in the work room. This work is not difficult and those who have not visited the work room are urged to come and give an hour or two to this work. The pajamas may be taken home and all the directions necessary may be had from the workers in the work room.

Every woman not kept at home by sickness or other family duties should endeavor to lend her help to this particular branch of service, the object of which is to mend the broken bodies and attend to the needs of those we love and cherish—our boys.

FOUR ROADS IN QUAY COUNTY WILL SECURE FEDERAL AID

President Wilson on July 11, 1916, signed the Federal Aid Road Act. It involved not merely the granting of financial aid to the forty-eight states for road construction, but laid down the specific conditions under which this co-operation was obtainable.

It required the affirmative legislation of each state, the organization of a State Highway Department, and further that department required the union work of the individual counties.

The beneficial results to be anticipated from the Federal, State and the County co-operation is not to be solely measured by the number of miles of road built, but also the systematizing of road construction in the various states, establishing maintenance funds and the economic and efficient handling of the road problems.

The amount of Federal Aid money apportioned to each state is based upon the miles of rural deliveries and star routes in each state, as obtained from the Postmaster General. The county contributes one-fourth, state one-fourth and the Federal Government one-half of the cost of each road project.

The road upon which Federal Aid can be obtained are:

(1) Where the mails were actually carried over the road.
(2) Where the mails were not carried but where there existed a reasonable prospect that they would be carried within a reasonable time after the completion of the road.

(3) Where the proposed road was an entirely new location, but there existed a reasonable prospect that mail would be carried within a reasonable time after the completion of the road.

(4) Where the part or parts of a project on which no mails were carried constituted an unsubstantial portion of the whole and would be uneconomical to build the parts on which the mails were carried without building the other parts, even though no prospect existed that these unsubstantial parts were ever to be used for carrying the mails. The Attorney General decided that all roads in those four classes were eligible as post roads.

Quay county has submitted four projects for Federal Aid:

First—The Logan bridge.
Second—Three and one-half miles of road at Revuelto bridge.

Third—One mile and concrete bridge at Rudolph Creek.
Fourth—Twenty-two miles of surfaced road from Tucumcari to Montoya.

The first three to be built in 1918, and the fourth in 1919. A fifth project is under consideration, which will be taken up as soon as the funds are available, viz: A surfaced road from Tucumcari to the Cap Rock nearly due south.

Unquestionably the project most important to the county at present, say those in charge, is the Logan bridge. To the state the East and West Highway, from Glenrio to Montoya is of primary importance, and to Tucumcari, the road south to the Cap Rock is the most essential. Each of these will be taken up in subsequent discussions.

FOR RED CROSS BENEFIT

The Bay View Club will give a reception at the home of Mrs. A. D. Goldenberg on next Wednesday afternoon from 2:30 until 5 o'clock, for the benefit of Red Cross. A silver offering will be taken or magazines or books will be accepted for our soldier boys. Everybody is invited.

ROADS IN COUNTY KEEP COMMISSIONERS BUSY WITH PETITIONS

County commissioners met in regular session Monday, Jan. 7, with F. W. Nations, chairman; W. A. Dodson and County Clerk T. N. Lawson, present.

New viewers for the public road from Glenrio to Tucumcari were appointed and they were directed to meet at the point of beginning, the Plaza Largo bridge, on Tuesday, the fifth day of February, 1918, at 10 o'clock in the forenoon and to then and there proceed to view and mark out such road and to assess the damages and benefits accruing to the owner or owners of any of the lands over which the proposed road may pass, by reason of the alteration, changing, widening or locating thereof, and the proper cost of opening such road to travel and to make a full and complete report to this Board, and the Board requests that the Viewers, J. B. Taylor, J. W. Corn, and Jim Stanley, make and file their report with the County Clerk at a date not later than the 20th day of March.

The Board refused to allow Miss Johanna Rothjen, an indigent, further assistance.

The Board received the report of the Viewers heretofore appointed to view the proposed public road from Forrest north to and beyond the Cap Rock.

Many road petitions were received and carefully noted by the Board. The first being one commencing at the S.E. corner of section 6, Twp. 7 N. and R. 32 E., running one mile west to the range line, thence north to the N. W. corner of Sec. 19, to the intersection of the road running to Tucumcari. It is understood there shall be two gates on this road.

The Board appointed J. H. Welch, J. J. Muehler and N. S. McKee all of Forrest as viewers and directs them to meet at the point of beginning on Friday Jan. 25th, at 9 o'clock and proceed to mark out said road, making their report not later than March 20.

With reference to the proposed road from County Line west through Forrest the Board now orders this petition reopened and further considered on the first day of their next regular meeting in April, 1918 and Mr. Ealy, who has previously filed protest to this proposed road is requested to meet the Commissioners on this date.

The Board designated the following road a public highway: Beginning at the southeast corner of section 31 and the SW 1/4 of section 32 and running north along section line between sections 31 and sections 32 and 30 and 29, for a distance of one and one-half miles to the NE corner of the southeast quarter of section 30 and the NW corner of the SW quarter of section 29, Twp. 11, Rng. 30, the point of termination.

The report for the last quarter and also the resignation of B. F. Conger, Justice of the peace, Prec. 11, is received, and both accepted.

The Board designated the First National Bank of Tucumcari and the First National Bank of Nara Visa, as County depositories, and orders that approximately fifty per cent of the county funds be deposited with the First National Bank of Tucumcari, thirty per cent with the American National, and twenty per cent of the county funds be deposited with the First National in Nara Visa. The three banks will qualify by making good and sufficient bonds as required by law in accordance with the provisions of Chapter 57 of the Session Laws of 1915.

The Board authorized the County Road Supt. E. N. Hobart, to survey the Puerto Road.

The Board rejected the viewers' report on the proposed road from House to the county line for the reason that the viewers inadvertently did not view the road on the day directed by the commissioners. The board appointed a new set of viewers, L. A. Earr, R. E. Huckaby, and D. C. Beattie, and directs them to meet at the Postoffice at House, N. M., at 10 o'clock a. m. on Friday, March 4 and proceed as ordered.

The Board received a petition for a public road running from near Quay to McAllister and south to county line signed by W. E. Springer, et al. The following viewers were appointed: E. Routh, H. Bonem, and T. A. Muirhead, they to meet at 10 o'clock a. m. on Tuesday the 29th of January, at the point of beginning of said proposed road, and file report not later than the 20th day of March.

Another petition for road from Tucumcari to Ragland was received. It was signed by C. A. Satterwhite and the proper number of property owners. The Board appointed H. Goodman, J. W. Corn and F. H. Barvis as viewers, to meet in Tucumcari at nine o'clock, Monday Jan. 21 and proceed to view and mark out such road. They are to report on same before the 20th day of March, 1918.

In accordance with Chapt. 12, Sec. 15, of the laws of 1915, the Board ordered that County Treasurer transfer the sum of fifteen hundred dollars

AMERICA'S INDUSTRIES IN EAST ORDERED TO CLOSE FOR 5 DAYS ON ACCOUNT OF COAL SHORTAGE

from the salary fund to the general county road fund.

In accordance with Chapt. 38, Sec. 18 of the laws of New Mexico for the year 1917, the Board ordered the County Treasurer to transfer the balance of \$920.79 now in the special road fund and the balance of \$109.32 now in the special bridge fund, as shown by the Treasurer's statement, to the general county road fund. And in accordance with the same chapter and section the Board orders the County Clerk to issue a warrant in the sum of \$3331.30 payable to the order of the County Highway Supt. E. N. Hobart, to be used as a checking fund to meet expenditures for County Road Work.

The Board received the viewers' report of the proposed Endee-Caprock public road and action on same was deferred until the next regular meeting in April for the reason that the viewers' report was not filed a sufficient number of days before this regular meeting of the Commissioners, as required by law.

The resignation of J. B. Thurston, Justice of the peace, Precinct No. 26, was received and accepted.

C. E. Hawkins, F. W. Payne and Gus Winn were granted licenses to operate saloons in Tucumcari.

The Board then received a petition for public road from Logan to the Union county line, signed by the proper number of freeholders as required by law, and the Board appointed A. R. Seddon, J. F. McFarland and D. W. Clark as viewers to meet Monday, Feb. 4th, and report not later than the 20th day of March, 1918.

The Board appointed Dr. W. Leming county health officer for Quay county for the year 1918.

The Board then allowed bills and adjourned subject to call of Chairman.

CHRISTMAS MEMBERSHIP CAMPAIGN A SUCCESS

The latest reports available indicate that the Christmas Drive for ten million new members for the American Red Cross has resulted in the addition of fully sixteen million names to its roll. This number added to the more than six million members before Christmas Campaign makes the total present enrollment fully twenty-two million. This is a magnificent fact; and expression not alone of patriotism, but of the fine sympathy and idealism of the whole American people. The Red Cross War Council congratulates and welcomes every new member of the American Red Cross; likewise it congratulates the officers and old members of the organization who have given unstintingly of their time and effort to make this membership campaign a success; but the wonderful achievement of enrolling one fifth of the entire population of the United States as members of the American Red Cross is less a triumph than it is a call to greater service. The Red Cross is not merely a humanitarian organization, separate and distinct from others, but it is the mobilized heart and spirit of the whole American people. The American Red Cross is carrying a message of love and sympathy to the American soldiers and sailors and to the troops and civilian population of our allies in all parts of the world; it is seeking to alleviate the suffering incident to the war; it is seeking to shorten the war, and it is seeking to lay a foundation for a more enduring peace when the war is over. As we stand on the threshold of a new year in this hour of world tragedy, there can be but one thought in the minds of the twenty-two million members of the American Red Cross and that is to serve and sacrifice as never before.

The above paragraph was written by Henry P. Davidson, Chairman American Red Cross War Council.

BANK HELD ANNUAL MEETING

The stockholders of the American National Bank held their regular annual election Tuesday and chose the following officers and directors:

President—W. A. Foyil.
Cashier—W. F. Kirby.
Asst. Cashier—Jefferson Harrison.
Directors—Bassett Collins, Adolph Vorenberg, W. F. Kirby, W. A. Foyil and C. M. Stanfill.

WESTERN MACHINISTS WILL MOVED EAST TO WORK

Washington, Jan. 16.—To meet the shortage of machinists and other railroad workers in the east, the railroad administration today took steps to move a number of these men from the western roads for a few weeks until the overburdened eastern lines can make delayed repairs to locomotives and freight cars.

The eastern roads had already asked the less burdened western roads to furnish them with machinists and car repairers. Efforts will be made to transfer only those willing to go.

Washington, Jan. 16.—America's industries, with but few exceptions, in all states east of the Mississippi river were ordered by the government tonight to suspend operations for five days, beginning Friday morning, as a drastic measure for relieving the fuel famine.

At the same time, as a further means of relief, it was directed that industry and business generally, including all normal activities that require heated buildings, observe as a holiday every Monday for the next ten weeks. This will close on Mondays not only factories, but saloons, stores (except for the sale of drugs and food), places of amusement and nearly all office buildings.

While the order does not mention shipyards, it is known that they will be permitted to continue operations as usual, although munitions plants will be closed.

The government's move came entirely without warning, in an order issued by Fuel Administrator Garfield, with the approval of President Wilson, prescribing stringent restrictions governing the distribution and use of coal. It was decided upon hurriedly by the president and government heads as a desperate remedy for the fuel crisis and the transportation tangle in the eastern states.

Officials would not discuss the far-reaching effects the action would have on the industrial fabric of the country, and questions as to how the order was to be interpreted to meet specific problems went unanswered.

The order prescribes a preferential list of consumers in whose interest it was drawn. These users will get coal in order:

Railroads.
Household consumers, hospitals, charitable institutions and arm and navy cantonments.

Public utilities, telephone and telegraph plants.
Strictly government enterprises excepting factories and plants working on government contracts.

Public buildings and necessary state and county government requirements.
Factories producing perishable foods for immediate consumption.

Announcement of the provisions of the order was made by Fuel Administrator Garfield, after a conference at the White House, which was attended by Secretaries Baker and Daniels.

Later in the day, Dr. Garfield sought the views of other officials and it was said tonight the unanimous opinion was that the measure contemplated was necessary, under the circumstance.

As first drawn, and as approved at the White House, the order called for the closing of factories, beginning tomorrow morning. This was changed, upon consideration of the confusion which would result when millions of workers went to their duties, unaware of the government's step.

Inclusion of war industries among those to which fuel will be denied, caused some surprise; but fuel officials explained tonight that war plants have been producing so much more material than the transportation systems can handle, that no serious effects will be felt.

War supplies, manufactured for export, have moved to seaboard faster than ships can move them.

TEACHERS MET AT ENDEE

The Eastern Quay County Teachers Association met Saturday, Jan. 12, at Endee. Twenty-five teachers were present despite the cold.

Organization and election of officers were the first duties of the body. The officers elected were: Mr. Haynes, of San Jon, chairman; Mr. Cadon of Endee, vice chairman; Mrs. Gull of Allen, secretary. After business followed the program.

Each teacher ably discussed the subject assigned.

Those not on the program joined in discussion with live interest.

The most enjoyable part of program was a surprise dinner set by the hospitable ladies of Endee, and such good cooks as they are was proven by the manner of attack made on their dinner by that band of pedagogues.

San Jon was elected as the next place of meeting the time to which is yet to be decided upon.

There will be two days' session instead of one.

A program, comprising a series of contests in athletic sports and different branches of the school work is to be arranged by a committee appointed by the chairman.

We are hopeful for the success and growth of the association and trust every teacher in the district will attend the next meeting without fail.

The immediate taking over of all the packing plants in the United States will be urged upon President Wilson by a delegation representing every craft in the industry, today.